IN THE SPECIFICATION:

Please replace the paragraph beginning on page 14, line 10 with the following new paragraph:

Referring again to FIGURES 2 and 3, an electric current generator 230 is mounted within the housing 110. The electric current generator is connected to internal combustion engine 180 by a motor shaft 232. The motor shaft is typically directly connected to electric current generator 230; however, a gear box and/or belt drive, not shown, can be inserted therebetween to control and/or regulate the speed at which the electric current generator is operated by internal combustion engine 180. In one particular, non-limiting arrangement, internal combustion engine 180 is a water cooled and/or air cooled engine. The engine is designed to operate at a nominal speed of 1800 RPM with a 4-pole generator design or 3600 RPM with a 2-pole generator design. The auxiliary power provided by the electric current generator is normally about 60 hertz so as to be able to run standard power tools and lights. As can be appreciated, other sized engines and/or alternators can be used. Engine 180 typically includes an auxiliary drive output shaft 196. A primary drive 198 is typically connected to the cooling fan 192. The cooling fan can be driven by an electric fan motor 220 that is connected to the fan by a fan belt 222. As shown in FIGURE 3, the housing is divided into several sections by internal wall partitions 240, 242, 244. The partition walls provide structural strength to the housing and divide the internal components of the housing from one another. The division of the internal components by the partition walls also can be used to protect the components from one another. Partition wall 240 divides the section containing the combustion engine from the section containing the electric generator. Motor shaft 232 passes through an opening in partition wall 240. Typically located in the same section as the electrical generator is the electrical circuitry used to generate the arc currents of the engine welder through electrical connectors 142 and 144. As shown in FIGURE 3, wires ~~242, 244~~ 243, 245 supply power to electrical connector 144 and wires 246, 248

supply power to electrical connector 142. As can be appreciated, one or more electrical circuits can be located on other regions in the housing. A contact connector/switch 300 is also positioned in the section between partitions 240, 242. Contact connector/switch 300 is used to receive an internal plug 260 from motor 252 of air compressor 250. The contact connector/switch is electrically connected to the electric generator. Typically the power from the electric generator is 120V or 240V power for the electric motor 252. As can be appreciated, the contact connector/switch can be located in a different area within the housing.

Please replace the paragraph beginning on page 15, line 8 with the following new paragraph:

The air compressor 250 is mounted within housing [[210]] 110 between partitions 242 and 244 as illustrated in FIGURE 3. The air compressor includes an electric motor 252 that drives a compressor 254. One or more air accumulator tanks 256 are fluidly connected to compressor [[280]] 254. The air accumulator tanks are positioned in the housing; however, this is not required. A pipe or hose 258 conveys air from the compressor to the air accumulator tank as shown in FIGURE 5. As illustrated in FIGURE 2, electric motor 252 is electrically connected to receptacle 300 by a plug 260. Electric motor 252 can be alternatively or additionally powered by an external powered source via electric plug 260. The cord 272 of plug 260 is shown to extend through the top of housing 110. As can be appreciated, the cord can extend through the housing in other regions of the housing. As can also be appreciated, plug 260 and cord 272 can be stored in a compartment in the housing (not shown). The use of plug 260 allows a user to operate the air compressor without having to start and operate engine 180 of the engine welder. FIGURE 2A illustrates an engine welder similar to FIGURE expect that plug 260 is only connected to the internal power source of the engine welder. As can be appreciated, the engine welder can be designed such that plug 260 is only connectable to an external power source.

Please replace the paragraph beginning on page 15, line 8 with the following new paragraph:

The air compressor 250 is mounted within housing [[210]] 110 between partitions 242 and 244 as illustrated in FIGURE 3. The air compressor includes an electric motor 252 that drives a compressor 254. One or more air accumulator tanks 256 are fluidly connected to compressor [[280]] 254. The air accumulator tanks are positioned in the housing; however, this is not required. A pipe or hose 258 conveys air from the compressor to the air accumulator tank as shown in FIGURE 5. As illustrated in FIGURE 2, electric motor 252 is electrically connected to receptacle 300 by a plug 260. Electric motor 252 can be alternatively or additionally powered by an external powered source via electric plug 260. The cord 272 of plug 260 is shown to extend through the top of housing 110. As can be appreciated, the cord can extend through the housing in other regions of the housing. As can also be appreciated, plug 260 and cord 272 can be stored in a compartment in the housing (not shown). The use of plug 260 allows a user to operate the air compressor without having to start and operate engine 180 of the engine welder. FIGURE 2A illustrates an engine welder similar to FIGURE expect that plug 260 is only connected to the internal power source of the engine welder. As can be appreciated, the engine welder can be designed such that plug 260 is only connectable to an external power source.

Please replace the paragraph beginning on page 15, line 23 with the following new paragraph:

The air compressor typically includes a pressure monitor 280 that is used to monitor the air pressure in one or more of the air accumulator tanks. A pressure gauge (not shown) can be positioned on the front panel of the housing to provide the user information as to the pressure level in the one or more of the air accumulator tanks. The air compressor also includes a pressure valve 290 that can be used to regulate the flow of air into and/or out of the one or more of the air

accumulator tanks. As shown in FIGURE 5, the pressure monitor can be designed to generate a signal that is used to control the operation of motor 252 and/or pressure valve 290. In one non-limiting design, the pressure monitor generates a signal to the contactor 282 to electrically disconnect the motor 252 when a certain pressure level is detected in the air accumulator tanks 256. Such an arrangement can facilitate in inhibiting or preventing over-pressurization of the air accumulator tanks 256. In another non-limiting design, the pressure monitor generates a signal contactor 282 to electrically connect to motor 252 when a certain pressure level is detected in the air accumulator tanks 256. Such as arrangement can facilitate in inhibiting or preventing under pressurization of the air accumulator tanks 256 during the use of an air powered tool. FIGURE 5 also illustrates that pressure valve 290 can send and/or receive a signal from contactor 282 and/or pressure monitor 280. In one non-limiting design, the pressure valve generates a signal to contactor 282 to electrically connect to motor 252 when the valve is opened. Such as arrangement can facilitate in inhibiting or preventing under pressurization of the air accumulator tanks 256 during the use of an air powered tool. In another non-limiting design, the pressure valve receives a signal to and from contactor 282 and/or pressure monitor to cause the pressure valve to open. Such an arrangement can facilitate in inhibiting or preventing over-pressurization of the air accumulator tanks 256 when the pressure monitor detects a certain pressure level in the air accumulator tanks. As can be appreciated, [[may]] many other or additional control systems can be used to maintain the desired pressure level in the air accumulator tanks.

Please replace the paragraph beginning on page 16, line 17 with the following new paragraph:

One basic arrangement for the connection of the air compressor to the electric generator of the engine welder is illustrated in FIGURE 4. The electric generator includes two windings 234, 236

that can be used to generate a 120V or 240V output. The output from the electric generator is directed to a circuit breaker (e.g. two pole breaker). The circuit breaker 238 is connected to air compressor switch 148 that is located on the front panel of the housing. Although not shown in FIGURE 4, plug 260, when used, is typically electrically connected between the electric generator and the air compressor switch. Referring again to FIGURE 4, when the switch is turned on, the electric power from the electric generator is directed to receptacle 300. Plug 260 is connected to receptacle 300. The current flowing through plug 260 is used to energize motor 252 of air compressor 250. A pressure switch 280 is associated with compressor 254 and is used to activate or deactivate motor 252 to maintain the desired or acceptable amount of pressure in tanks 256.